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8 December 1981

# Worldwide Report

## LAW OF THE SEA

No. 178

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OSLO PAPER PREVIEWS NORWAY-USSR FISHERY TALKS

PM191115 Oslo AFTENPOSTEN in Norwegian 13 Nov 81 p 9

[Report from Norsk Telegram Sybraa: "Important Round of High-Level Norwegian-Soviet Meetings"]

[Excerpt] In the next few weeks a number of high-level meetings will be held between Norway and the Soviet Union, dealing with both political questions and the allocation of fishing quotas in the Barents Sea for 1982.

On Monday [16 November] a 15-man Norwegian fisheries delegation begins negotiations in Moscow, while Foreign Ministry Under Secretary Eivinn Berg will hold political talks in Moscow 3 and 4 December with Deputy Foreign Minister Igor Zemskov. Soviet Fish Industry Minister Vladimir Kementsev has been invited to pay an official visit to Norway in January.

Foreign Ministry press spokesman Geir Grung tuld Norsk Telegram Byraa that Under Secretary Berg's visit is part of the arrangements for regular high-level political exchanges between the Soviet Union and Norway.

The talks, which will last for 2 days, will cover East-West relations, the CSCE conference in Madrid and also purely bilateral Norwegian-Soviet issues, Grung said.

Under Secretary Berg's visit to Moscow takes place in the shadow of the submarine affair in Sweden and the Soviet overtures on establishing a nuclear-free zone in the Nordic countries.

The political talks will hardly be able to avoid the problems of a demarcation line in the Barents Sea in the light of the fact that it has been announced that a new round of talks will take place in Oslo before Christmas.

But before Under Secretary Berg travels to Moscow there will be a new round of complicated Norwegian-Soviet negotiations on the allocation of the 1982 quotas for cod, haddock, capelin, blue whiting, Norway haddock and other species of fish in the Barents Sea and off Jan Mayen. These talks open in Moscow next Monday. The Norwegian delegation will be led by Fisheries Ministry Department Chief Gunnar Gundersen.

The negotiations are expected to be difficult and it is to be expected that there will be a new round of negotiations in Moscow before Christmas, Fisheries Minister Thor Listau told Norsk Telegram Byraa. The minister has also invited Soviet Fish Industry Minister Vladimir Kamentsev on an official visit to Norway after the new year, when the 1982 quota negotiations have been wound up. In this way it will be possible to prevent the negotiations from being dragged up to ministerial level and the results from being made a political decision.

CSO: 5200/2013

LAW AGAINST INDISCRIMINATE POACHING PASSED

New Delhi PATRIOT in English 25 Oct 81 p 5

[Text]

PORT BLAIR, Oct. 24 (UNI).

VIOLATORS of India's economic zone are to be fined a proposed minimum of Rs 25 lakh as a deterrent against indiscriminate poaching.

A bill for the protection of marine resources has already been passed by the Parliament and is now awaiting the President's assent. This was stated by Vice Admiral Swaraj Parkash, director general, Coast Guards.

Admiral Parkash condemned the wanted destruction of marine wealth by poachers using explosives and appealed to the Government to take strong action to stop this.

He said India had already entered into an agreement with Indonesia regarding the demarcation of exclusive economic zones and that it proposed to arrive at similar accords with other neighbouring countries including Burma Bangladesh and Thailand.

Replying to a question, the Coast Guard director-general said there was more poaching and encroachment off the west coast. In the east, they occurred mostly around the Andaman and Nicobar Islands he said.

The magnitude of the poaching could be gauged from the fact that while India caught 1.5 million tonnes of fish annually, poachers took away an estimated 2.5 million tonnes of fish worth hundreds of crores of rupees, Admiral Parkash said.

The best way to arrest this depredation of India's nation wealth was to strengthen our fishing industry, he observed.

Admiral Parkash said Rs 300 crore would be spent on expanding the Coast Guard, which, by 1984 would have 18 ships, including four sophisticated patrol boats. The patrol boats would be constructed either in Japan or in South Korea.

India would also acquire new technology to manufacture six sophisticated patrol boats, he said.

Four patrol boats to be constructed abroad for the Coast Guard would be deployed around the Andaman and Nicobar Islands, he said, adding that these were likely to be inducted by August or September next year.

CSO: 5200/7007

'HINDU' INTERVIEWS MARINE RESEARCH DIRECTOR

Madras THE HINDU in English 15 Oct 81 p 9

[Text]

TIRUNELVELI, Oct 14

Every maritime State should have suitable legislation to regulate fishing operations at sea, in order to obtain maximum benefit, Dr E G Silas, Director of the Central Marine Fisheries Research Institute in Cochin told THE HINDU.

The Director, who was on a visit to the Tuticorin unit of the institute, said that at present some States had such legislation while some did not.

Dr Silas said the Central Marine Fisheries Research Institute (CMFRI) is monitoring the levels of exploitation of all the major prawn grounds along the Indian coast, and "whenever we detect any over-fishing or signs of too much of depletion of the fish wealth, we draw the attention of the fisheries departments concerned to such happenings."

The Director said that in recent months CMFRI had been counselling the Kerala Government about fluctuations in catch and efforts at different seasons on the prawn grounds along the Quilon-Alleppey belt.

The Institute also published such information to be available to the industry as well as fisheries departments of the States.

### In Gulf of Mannar

Previously it was thought that prawns did not occur in the Gulf of Mannar, Dr Silas remarked. But it had been found during 1970-80 that prawns were in plenty in this region.

The institute also worked out the maximum sustainable yield in prawn fishing in different centres along the Indian coast from Kutch to West Bengal.

Dr Silas said the sea belt off the Tiruchendur coast, from Punnakayal to Manapaad, had a narrow ground of prawns. The major species occurring here belonged to the Panaeus indicus (white prawn) and the tiger prawns category (Panaeus semi Sulcatus).

He felt that because of the restricted nature of the prawn ground there was need to regulate the use of mechanised boats, without prejudice to the interests of traditional fishermen, who fish prawns with catamarans or country boats.

Dr Silas said Indian fishing problems were complicated because of the multiple types of fishing gears and boats like trawlers, country boats and catamarans, were all active in the same ground.

"We have to develop our fishing in such a manner, as to take care of the interests of all fishing operators," he stated.

### Increased acceptability

Indian prawns were as acceptable in foreign markets as those from any other tropical country. Acceptability had increased in recent years and more European countries and Japan were buying Indian prawns in a big way.

A visit by the correspondent to the fishing villages of Veerapandianpatnam, Periathalai and Bharathar Ovan along Tiruchendur coast revealed that the catches of prawns during 1980 and 1981 were very much less than those of the preceding years. (The prawn season is from June to November)

About a decade ago the area had not attained its present significance. The traditional fishing methods were followed and the market was chiefly local. The important bulk landings were sardines which were dried and exported to Sri Lanka.

It was only after the development and growth of fish processing units in Kerala, and the demand for Indian prawns in overseas markets, that prawn fishing off the Tiruchendur coast recorded a meteoric rise after 1969.

Mechanised boats from Rameswaram, Kanyakumari and Kerala began flocking to Veerapandianpatnam.

A special feature of Veerapandianpatnam is that there is a reef 1.6 km off its coast, which makes the water a sheltered one, suitable for anchoring boats. There is at this place a channel in the reef, providing an opening in to the sea.

### Rich prawn ground

At a distance of about 32 km into the sea, the fishermen say there lies a rich prawn ground, which, according to them is 40 km long and 24 km wide. It is here that they do prawn fishing.

Some fishermen said that 1974 and 1975 were the peak years for prawn fishing in this area, during which nearly 500 mechanised boats were in operation. In addition to these, thousands of catamarans also used to go into the prawn ground.

Agents of fish processing units of Kerala, camp at fishing villages in Tiruchendur taluk, buy prawns and transport them to Kerala in special vans which have freezing facilities.

During the last few years internecine conflicts have arisen between mechanised fishing boats on the one hand, and countrycraft and catamarans on the other, which also go for prawn fishing on the same ground.

There were innumerable complaints and quarrels which at times assumed menacing proportions. One of the charges was that mechanised boats ran into catamarans' nets and damaged them.

Last year, the catamaran fishermen filed a case in the Madras High Court which gave a ruling that only boats owned by local fishermen should anchor at Veerapandianpatnam, and that mechanised boats should return to their respective ports for night halt.

CSO: 5200/7004

NATION ENCOURAGES EXPLOITATION OF ECONOMIC ZONE

New Delhi PATRIOT in English 21 Oct 81 p 2

[Article by R. Krishnan: "Boosting Export of Marine Products"]

[Text]

MARINE fishery is an age-old vocation in the Indian peninsula with an extensive coastline of 5,600 kilometres. It has, however, remained largely restricted to inshore areas up to 50 metres depth, covering about 190,000 square kms, which is only 25 per cent of the continental shelf area and 5 per cent of the economic zone.

India is the seventh leading fish producing country in the world, having a number of commercially important species of fish with a definite export potential. Currently, India is exploiting only 10 to 12 per cent of an area of 2.02 million square kms of sea regime declared as India's Exclusive Economic Zone. Besides the deep sea potential, there is a large potential inland also. The availability of fish, inland and marine, has been estimated at 3.5 million tonnes and 4.5 million tonnes per year respectively, as against which the production during 1979-80 was about 1.5 million tonnes of marine products and 0.84 million tonnes from inland resources.

On the West coast, the fishing boats begin operation soon after the monsoon, from September, and go on until May. During this period the boats operate for about 200 to 220 days. On the East coast, the fishing operations are suspended during the North-East monsoon (October-November), allowing 250 days fishing in a year.

Of the 22 States and nine Union Territories in India, five States account for 85 per cent of the country's total marine landings. They are Gujarat, Maharashtra, Karnataka, Kerala and Tamilnadu.

In the initial stages of development, when shore facilities, particularly in respect of cold storage, were limited, fish was being mostly sun-dried or salt-cured. However, with the expansion of cold storage facilities the major part of the catch is now consumed fresh instead of being sun-dried or salt-cured.

At present over 83 per cent of India's fish catch consists of shrimp, which is frozen and exported mostly to Japan and the United States. Incidentally, frozen shrimp alone accounts for 90 per cent of the total export earnings from marine products. India exports 29 items of fish. Besides shrimps, the other important categories include fresh frozen fish, frozen frog legs and frozen lobster tails.

According to the UN Food and Agriculture Organisation (FAO), India was the largest shrimp producing country in the world in 1978, with production close to 200,000 tonnes, followed by USA with 1,92,000 tonnes, Indonesia and Thailand 1,40,000 tonnes each, and Mexico 67,200 tonnes. Indian shrimp is known for its quality and delicacy. Though some problems arose in the export of shrimp to USA in late 1979 and 1980, they have now been satisfactorily resolved and the prospects appear bright for further increase in its exports.

Seafood exports scaled new heights in 1979. Despite the unsteady and unfavourable market conditions abroad and poor shrimp landings, exports jumped to 92,184 tonnes valued at Rs 2,610 million (roughly US dollars 325 million) from 77,946 tonnes valued at Rs 2,120 million (about US dollars 265 million) in the previous year.

Frozen shrimp and fresh frozen fish were mainly responsible for the phenomenal growth of exports recorded during 1979. Frozen frog legs, frozen lobster tails and frozen cuttlefish also registered significant progress during the year.

Japan and the USA continue to be the principal markets for Indian frozen shrimp, jointly accounting for 93 per cent of the total supply from India.

Japan accounted for 41.4 per cent of Indian marine exports during 1979 in terms of quantity and for 68.2 per cent in terms of value. The export of frozen shrimps and other minor varieties of marine products stood at 36,584 tonnes valued at Rs 1,727 million (roughly 215 mil-

lion dollars) as against Rs 1,381 million worth of exports in the previous year. During 1979, India supplied over 52,000 tonnes of frozen shrimp to Europe and Australia. The second single largest market for Indian shrimp exports was the USA, which accounted for 18 per cent of the shrimp demand in terms of both value and quantity.

During 1979, for the first time new markets for shrimp were located in Algeria, for frozen lobster in Hong Kong, West Germany and Thailand and for frozen squid in Switzerland, Mauritius and Saudi Arabia. Exports of fresh frozen fish also registered a spectacular growth during 1979, reaching 24,126 tonnes in 1979 compared to 9,931 tonnes in 1978. This was mainly due to intensive fishing operations in the waters around the Andaman group of islands.

After rising from 77,948 tonnes in 1978 to 92,184 tonnes in 1979, exports of Indian marine products registered a drop in 1980, according to provisional figures, to 74,542 tonnes valued at Rs 2,180 million (roughly 273 million dollars). The fall has been mainly due to a drop in exports to the USA. The exports to Japan were maintained at around 38,000 tonnes; while Kuwait increased its imports of Indian fish from 2,270 tonnes in 1979 to 3,756 tonnes in 1980, and the UAE from 544 tonnes to 1,839 tonnes. Other importers of Indian marine products include Netherlands, France, UK, Belgium, Singapore Australia, Sri Lanka, Hong Kong, Italy, Greece Thailand, West Germany and Saudi Arabia.

India, which is currently in the second year of its sixth five-year Plan (1980-85), has accorded high priority to production and export of marine products. While the total Indian exports of all goods are expected to rise from Rs 64,000 million in 1979-80 to Rs 101,500 million by the end of the Plan, registering an 11 per cent annual increase, the exports of fish and fish products are expected to go up by 24 per cent during the same period. In value terms these exports are anticipated to go up from Rs 2,180 million in 1980 to Rs 3,500 million (roughly 700 million dollars) in 1984-85. The exports of marine products would thus account for 3.5 per cent of the total Indian exports by the end of the Plan period.

To step up production of marine products, the Government announced in early 1981 a policy under which foreign fishing vessels would be allowed to operate in the area beyond Indian territorial waters. Under the policy, a priority plan has been drawn up according to which the chartering of foreign vessels would be allowed. The priority is as follows: Indian public sector undertakings, co-operatives of fishermen, small and medium scale entrepreneurs and, lastly, the large industrial houses, including the multi-national companies.

Those chartering would be required to purchase the prescribed number of vessels within the stipulated period. Charters will be initially for a period of three years and renewable upto a maximum of two more years. The maximum number of vessels for any one applicant for one type of fishing vessel will be limited to five. At least 20 per cent of the crew would be Indian, including understudies to foreign skipper, engineer, etc. In addition, one Indian scientist would be on board each vessel.

Besides, Government is also encouraging deep sea fishing through provision of soft loans, permission for charter, joint ventures, selective import of vessels, and creation of capacity for indigenous construction of fishing vessels through grant of subsidy for the purpose.

CSO: 5200/7006

## BRIEFS

FOREIGN TRAWLERS CAPTURED--The newly-formed Indian Coast Guard, assisted by Naval aircraft, captured six foreign trawlers poaching in the territorial waters of India off the Andaman and Nicobar Islands during the first week of this month, according to a Press Information Bureau release. Two foreign trawlers were captured by the Coast Guard vessel "Panaji" on October 5, another the next day and three others on October 7. It is said that the last three were sighted off Lawful Bay. They were chased for a full day and surrendered only after the Coast Guards threatened to fire at them. [Calcutta THE STATESMAN in English 21 Oct 81 p 3]

CSO: 5200/7005

PROBLEMS ANTICIPATED IN DESIGNATION OF SHIPPING LANES

Jakarta KOMPAS in Indonesian 16 Sep 81 pp 1, 12

[Text] The Archipelagic Concept will no longer be a problem when the International Law of the Sea treaty is signed in Caracas, Venezuela at the beginning of September 1982. Nevertheless, the enacting of the treaty will not mean the end of Indonesia's problems. There are still many questions to be settled, including the designation of shipping lanes in the archipelago.

This matter was spelled out by Dr Komar Kantaatmadja, lecturer on international law of the sea on the law faculty of Padjadjaran University. Responding to a KOMPAS question on Monday, Dr Komar said Indonesia cannot establish shipping lanes unilaterally. "We must submit our proposals to the International Maritime Consultative Organization for agreement by all the nations of the world. In that organization, there will be bargaining about the proposed lanes, and worldwide agreement will be achieved," Dr Komar noted.

Thus, he believes that the enactment of the Law of the Sea treaty will open a long struggle, until the shipping lanes proposed by Indonesia gain worldwide acceptance and international recognition.

According to a KOMPAS source, based on Law No 4, 1960, Indonesian territorial waters consist of regional waters and interior waters, and Indonesia has sovereignty over these. Indonesia must take international interests, particularly with regard to shipping and air traffic, into account, without sacrificing Indonesian interests.

In accordance with the informal composite negotiating text, Indonesian territorial waters will be classified as inland waters, including bays, river estuaries and harbors, over which Indonesia has full sovereignty. There are also archipelago waters, over which Indonesia has sovereignty, but must accommodate the right of innocent passage to foreign ships and planes via lanes to be established.

In addition, there are regional waters, over which Indonesia exercises sovereignty, and must acknowledge the right of innocent passage via regional waters, which serve as exits and entrances from international waters to archipelagic sea lanes.

Indonesian interior waters include all waters located on the sides of base lines (Law No 4, 1960, article 1 and article 3, paragraph 1), and are open to passage by foreign ships.

As a result of Indonesia's struggle to establish international recognition of the Archipelagic Concept, there has been increased understanding of those interior waters. Government Regulation 8 of 1962 states that innocent passage is invalid in some interior waters, namely bays and estuaries whose mouth is 24 nautical miles or less in breadth.

According to the international law of the sea, interior waters lie along base lines, and include bays and river estuaries, where foreign ships are not granted free passage.

According to the informal composite negotiating text, interior waters represent a portion of archipelagic waters, including river estuaries, limited by straight lines connecting the two shores of the mouth, measured at low tide. Throughout Indonesia, there are some 237 large rivers which flow into the sea.

Indonesia interior waters also include all bays less than 24 nautical miles wide, and all harbors. Throughout Indonesia, there are 375 harbors built by (PERLA); 26 built by Pertamine, and 19 other special harbors.

According to data, Indonesian regional waters encompass some 3 million square kilometers, including 2.7 million square kilometeres in archipelagic waters.

The KOMPAS source noted that there are several possibilities for providing nine shipping lanes to guarantee international interests for commercial shipping, naval vessels and others.

To guarantee international and national interests, several sea lanes have been proposed. First are lanes connecting the South China Sea with the Indian Ocean. One of these passes via Matak Island waters, the Singapore Straits and the Malacca Straits to the Indian Ocean. Another goes via Matak Island, the Karimata Straits, and the Sunda Straits. Finally, a lane traverses the Karimata Straits, the Java and Bali Seas, and the Lombok Straits enroute to the Indian Ocean.

The second category is sealanes connecting the Pacific and Indian Oceans. One passes via Miangas Island, the Sulawesi Sea and the Makassar and Lombok Straits. Another traverses the waters off Miangas and Halmahera; the Maluku, Banda and Flores Seas, the Ombai Straits, and the Sawu Sea. Still another passage via the waters off Miangas and Halmahera and the Maluku and Banda Seas. Finally, a lane passes via Sayang Island and the Halmahera, Seram and Arafuru Seas. From the Arafuru Sea, vessels can go east to the Torres Straits, or west, to the Indian Ocean.

9197
CSO: 5200/8203

GENERAL AGREEMENT WITH MALAYSIA ON TERRITORIAL WATERS

Kuala Lumpur NEW STRAITS TIMES in English 12 Oct 81 p 13

[Text]

INDONESIA and Malaysia have reached general agreement on their disputed territorial water claims, but a number of problems have yet to be ironed out before a formal bilateral treaty is signed, the semi-official Antara news agency reported yesterday.

Quoting the Overseas Information Directorate of the Indonesian Foreign Ministry, it said the two countries had reached agreement on access to Indonesian waters of Malaysian naval and merchant ships plying between Western and Eastern Malaysia.

General agreement also had been reached concerning traditional fishing activities, but some technical aspects still remained to be settled, it added.

## Rights

Malaysia and Indonesia held talks in Kuala Lumpur from Oct. 1 to 7 to draft a treaty that will put into effect a memorandum of understanding signed by the two countries in 1976.

Under the memorandum, Malaysia had accepted Indonesia's "archipelagic" claim, which measures its exclusive economic zone from a baseline drawn through the outer points of its outermost islands.

In return, Indonesia recognised Malaysia's traditional rights in the newly-claimed areas.

The Kuala Lumpur meeting also dealt with matters related to search and rescue operations, security, submarine cables and pipelines and marine research activities, Antara said.

"The meeting, however, was unable to complete discussions of all planned topics and it was therefore proposed to the two respective governments to continue the meeting in the near future," it said.

A senior Malaysian Government official said recently that Kuala Lumpur was expected to pass legislation soon enabling it to enforce a 200-mile exclusive zone at sea which it declared last year.

The legislation would allow Malaysia to take action to safeguard its zone in the Malacca Straits, one of the busiest waterways in the world.

The official said differences with neighbouring countries, such as Thailand and Indonesia, would be solved through negotiations. — Reuter.

CSO: 5200/8205

CONSTITUTION APPROVED BY CONTINENTAL SHELF JOINT AUTHORITY

Kuala Lumpur NEW STRAITS TIMES in English 24 Oct 81 p 9

[Text]

KOTA BARU, Fri. — The Malaysian-Thailand joint authority to administer 3,000 square miles of the continental shelf area claimed by both countries in the South China Sea formally approved its constitution at its seven-day fourth meeting held in Kuala Lumpur which ended yesterday.

Datuk Harun Ariffin of the Prime Minister's Department who chaired the meeting said the constitution would be given force of law in both Thailand and Malaysia as soon as procedural details were finalised.

"Once the procedural details of the constitution are finalised, Prime Minister Datuk Seri Dr Mahathir Mohamad will fix a date for it to be signed," he said.

The constitution spells out the functions and procedures of the authority for achieving its objectives.

Details of the constitution are not available at present and they would only be known after the Malaysian and Thai Parliaments have approved them.

Datuk Harun said the joint authority would hold its fifth meeting in December to discuss some unsettled legal and technical issues.

He said the technical matters discussed at the fourth meeting included the mode of joint operations and tax matters.

"Legal matters discussed at the meeting are those in respect of the system of law to be made applicable in the joint development area.

"The system of law is to be made applicable within the area without prejudicing the sovereignty of either country," Datuk Harun said.

He added natural gas had already been found in the area and Thailand had granted concession to two companies to explore natural resources there. He declined to name the two companies.

Petronas has also been granted the right to explore mineral resources in the area.

"Petronas had in the past some contractors in the area to explore mineral resources," he said.

The joint authority was formed on Feb. 21, 1979 following a memorandum of understanding signed at Chiangmai by the former Prime Minister, Tun Hussein Onn, and the then Thai Premier.

The area concerned is about 100 miles from the east coast of the two countries.

The joint authority is made up of an equal number of members from each country.

CSO: 5200/8204

FISHERMEN SEEK BIGGER BOATS TO EXPLOIT 200-MILE ZONE

Wellington THE EVENING POST in English 7 Oct 81 p 8

[Text] New Zealand's commercial fishermen have again voiced their determination to obtain bigger boats — up to 11 vessels could be brought in by the major fishing companies such as Auckland-based Sanfords, Timaru-based Kenton Trawling Co, Christchurch-based United Fisheries, and Dunedin-based Globe Fisheries.

According to the liaison officer of the NZ Federation of Commercial Fishermen, Mr Ian McWhannell, the Government needs to assist the industry with the purchases which could amount to around $30 million.

"If they start the pump, the New Zealand fishing industry will keep the water flowing," Mr McWhannell said.

Mr McWhannell believes that seven to 11 New Zealand-owned trawlers are needed before the local industry can fully exploit the fish within the 200-mile exclusive economic zone.

"We could have purchased boats like the Somerset Maugham and the C S Forrester last year, but the Government was supporting joint ventures," he said.

"There are plenty of boats available in Europe because EEC countries have imposed 200-mile zones and have displaced many boats from the European continental shelf.

"Some overseas skippers are prepared to settle in New Zealand with their boats, and leave 50 percent of their money in the vessel which will eventually become a New Zealand boat worked by a New Zealand crew," Mr McWhannell said.

Both the NZ Fishing Industry Board and the Ministry of Agriculture and Fisheries support the fishermen's desire to independently fish the 200-mile zone.

Under the Law of the Sea Agreement, the New Zealand fleet has always been first in the pecking order followed by joint venture boats and licensed boats.

CSO: 5200/9070

FISHERMEN DIVIDED OVER PROBLEM OF EXPORTS TO AUSTRALIA

Wellington THE EVENING POST in English 7 Oct 81 p 10

[Article by Karen Dabrowska]

[Text]

New Zealand's fishing industry representatives are divided about ways to prevent a recurrence of the problems which brought an Australian fishing industry delegation to this country two weeks ago.

Delegation leader Mr Peter Doyle claimed that New Zealand exports of orange roughy had depressed fish prices in Australia to such an extent that deep water trawlermen had to tie up their boats.

Mr Ian McWhannell, the liaison officer of the New Zealand Federation of Commercial Fishermen, said that his federation "will certainly be supporting an industry presence in Australia to monitor pricing structure and quality control.

"Because of the problems that have now been brought to our attention, we should be giving some thought to promoting the ideal that the NZ Fishing Industry Board become more directly involved in marketing," Mr McWhannell said.

But the manager of the fishing industry board's economics and marketing division, Mr Russell Armitage, believes differently. "New Zealand knows the market through regular contacts, those New Zealand companies who service Australia, and through on the spot trade representatives," he said.

"Even if we had someone in Australia it could not prevent companies selling in a market where they have a right to sell," he said.

Mr Armitage believes that the Australian market has now taken as much orange roughy as it can absorb.

"The problems were bound to have occurred the first time a new species was caught. The full allowable quota was taken from New Zealand waters and this is unlikely to happen again," he said.

The secretary of the New Zealand Seafood Processors & Exporters Association, Mr I R Hamilton, is also against the appointment of a representative.

"We are dealing with a considerable number of importers and wholesalers and must reserve our right to make our own arrangements in a very competitive environment," he said.

"Apart from a few ups and downs the arrangements we have made until now have worked very satisfactorily from the point of view of the Australian consumer, Australian traders — be they marketers or wholesalers — New Zealand fishermen and New Zealand exporters," Mr Hamilton said.

"We are served by trade representives in Sydney and Melbourne and I doubt very much whether one person in the extremely complex Australian market could give us better advice than that already obtained.

The chief agricultural economist (fishing) of the Ministry of Agriculture and Fisheries, Mr Ian Clark, agrees that we have sufficient representation in Australia through our high commission in Canberra and through trade posts in Sydney, Melbourne, and Perth.

"Joint venture boats have been blamed for the problem but it has also been caused by structural difficulties in Australia's fishing industry.

"The joint venture companies are companies which have been registered in New Zealand and which are chartering foreign boats.

"If all the joint venture boats left tomorrow they would be replaced by New Zealand vessels like Wrightson's 'Otago Challenge' which is also catching orange roughy," Mr Clark said.

"Who catches the fish is irrelevant because they will still market it in Australia."

Mr Clark believes that "New Zealand does not have a problem — it's basically an issue the Australian fishing industry will have to resolve."

CSO: 9070

PETROCORP SEARCH FOR OIL INCLUDES OFFSHORE DRILLING

Wellington THE EVENING POST in English 17 Oct 81 p 2

[Text] Petrocorp plans to spend its $300 million Government grant on a near continuous on-and-off shore drilling campaign stretching over several years and involving up to 20 wells.

However, Petrocorp's chairman, Mr F A Reeves, says there are still no guarantees of an oil strike.

In a statement, he said: "The budget proposed will enable a virtually continuous drilling programme to be maintained in the on shore areas, as well as a programme in which an off shore drilling rig can be continuously employed on the New Zealand coast, with hopefully up to 20 wells being drilled in the next few years."

"While this activity will certainly not guarantee a discovery, none the less the discovery rate is directly related to the amount of information accumulated by seismic work and the number of holes drilled."

Mr Reeves said the three-year grant would allow for the most intensive drilling programme ever undertaken in this country "but one which is quite realistic in terms of attempting to move New Zealand towards greater self-sufficiency in liquid hydrocarbons."

The money would be spent on major programmes Petrocorp had been developing over the past 12 months.

Included would be on and off shore exploration in Taranaki in an area covering the central portion of the Taranaki basin, running down in to Golden Bay.

This area included the successful Maui, Kapuni and McKee oil and gas fields.

What Mr Reeves described as "the traditional partnership" of Petrocorp Exploration, Shell, BP and Todd would continue to operate and was undertaking an extensive seismic programme which should result in more wells being drilled.

However, he said the bulk of offshore exploration would be carried out by new partners with Petrocorp.

The Government had advertised exploration blocks in this area, which had attracted the biggest companies in New Zealand and Australia, plus a number of firms from other countries.

Local companies, including Fletcher Challenge, New Zealand Oil and Gas and New Zealand Petroleum would be involved. Others included Tricentrol North Sea, Hematite Petroleum, (a subsidiary of Broken Hill Proprietary), Diamond Shamrock Oil, Whitestone New Zealand (a subsidiary of Whitestone International) and Exoil Limited.

Petrocorp would be involved in exploration in 10 new blocks, holding a 51 percent interest in seven and a 25.5 percent interest in the remainder.

Mr Reeves said the Government money would also finance work off the Southland coast. Here a 2500 kilometre seismic survey covering the Great South Basin and Campbell Basin areas were being done for the Petrocorp-Hunt Petroleum-Phillips Petroleum partnership.

## Share

Petrocorp held a 51 percent interest in this project.

Most of the onshore exploration work would be centred in the Taranaki Basin, but Petrocorp would also exercise its concessions in the Gisborne area and on the West Coast.

☐ It was confirmed through the office of the Minister of Energy, Mr Birch, that the $300 million allocated for offshore exploration would be budgeted over four financial years, beginning from 1982-83.

Accordingly, it wouldn't be until next year's estimates, traditionally tabled in Parliament on budget night, that the exploration cost would show in the energy vote.

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